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Request for Proposal

Transportation and Traffic Engineering Study of Back Bay

City of Boston

Department of Traffic & Parking

April 1985

The City of Boston, acting by and through its Traffic & Parking Department, Policy & Planning Division and in coordination with the Boston Redevelopment Authority invites proposals from qualified consultants to provide transportation and traffic engineering analysis and services in the Back Bay area of Boston. Pertinent information will be available in the Office of the Policy & Planning Director, Room 721, City Hall, Boston, MA 02201. Contact Ted Siegel at 725-3070.

I. BACKGROUND

The Policy & Planning Division of the Traffic & Parking Department is charged with a multiplicity of day to day responsibilities, as well as the completion of specific requests and assignments. Limitations of staff and available resources create a condition in which a short term expansion of staff capabilities would substantially expedite completion of certain tasks. It is proposed to utilize the services of a transportation and traffic engineering consultant for this purpose in the study of Back Bay.

Over the past 10 years or more, the Back Bay area has experienced extensive growth and changes in land use and traffic circulation patterns. The basic street system has not changed, although there have been major revisions superimposed on the regular grid pattern which has existed for many years. With increases in traffic being experienced city-wide, plus the additional traffic volumes generated by expanded commercial activity in the area, congestion points and capacity constraints are beginning to approach serious proportions. With several major developments either underway or imminent, it is important to look at the overall traffic operating conditions in the area, with particular emphasis on defining current or pending problem areas, on establishing a base condition to which all new proposals can be related, and on setting strategies to be followed in the review of new proposals.



Lisa G. Chapnick, Commissioner, Traffic and Parking
City of Boston/City Hall Square/Boston, MA 02201

On December 8, 1983, the Boston Redevelopment Authority recommended to the City of Boston, acting by and through the Public Facilities Commission, the tentative designation of the Joint Venture of New England Mutual Life Insurance Company and Gerald D. Hines Interests, Inc. as redeveloper of the City-owned St. James Avenue Garage site and the portion of Providence Street between Berkeley and Clarendon Streets, plus adjacent private land areas along Boylston Street, subject to certain terms and conditions. On April 4, 1985, the BRA Board approved a Development Plan and a Development Impact Project Plan for this site which included the following condition amendatory to the approval:

That the Boston Redevelopment Authority Director request the Commissioner of Traffic & Parking to undertake a comprehensive traffic study of the Back Bay with recommendations and implementation measures which will:

- (a) aim to reduce traffic levels on Berkeley Street between Newbury Street and Storrow Drive;
- (b) work towards overall reduction in the level of traffic in the area by 1987;
- (c) examine improved vehicular access to the Southeast Expressway and the Central Artery.

The initial findings and recommendations shall be presented to the Boston Redevelopment Authority and the CAC prior to consideration of the final developer designation by the Boston Redevelopment Authority Board.

Implicit in this approval was the authorization for an expenditure of up to \$20,000 for this purpose. It is the intention of the Boston Traffic & Parking Department to retain a consultant to undertake a comprehensive study of the Back Bay, addressing the concerns stated in the vote, quoted above, of the Boston Redevelopment Authority Board and other Traffic & Transportation concerns of the City of Boston in this area. The Consultant will work under the direction of the Director of the Policy and Planning Division of the Traffic & Parking Department.

II. Study Area

The study area will be generally referred to as Back Bay. The boundaries of the study area will be generally as indicated on the attached map and described as follows:

- A. On the east, Charles Street
- B. On the north, Storrow Drive
- C. On the west, Massachusetts Ave
Charlesgate West and the Fenway
- D. On the south, Huntington Ave. and Herald Street.

In some cases, specific intersections and/or street links adjacent to but outside the above defined Study Area may be pertinent to the comprehensive nature of this study and will be included based on mutual agreement between the Consultant and the Boston Traffic & Parking Department.

III. Scope of Services

A. Purpose of Study

The two basic purposes of this study are to address the vote of the Boston Redevelopment Authority (vote quoted above) and to provide a base for data and operating conditions which can be maintained for use in evaluating traffic and transportation impacts of future proposals.

B. Specific Services Required

The services requested shall include, but not be limited to the following:

1. Basic 1985 volume data on each major roadway link and at each major intersection.
2. Level of service analysis of each major link and each major intersection approach in a Format which enables updating and substitution of numbers for planning purposes. This analysis should also address the matter of queue lengths.
3. 1985 Inventory of existing conditions which affect traffic operations including lane use configurations, curb parking regulations, traffic control devices, existing driveways and access points, and off-street parking.
4. Summary of 1985 major existing traffic generators with analysis of operational and directional characteristics
5. Summary of 3 year accidents experience based on available data.
6. Analysis of historic traffic trends for the 1975 - 85 time period including traffic volumes, parking policies, and parking supply and demand.
7. Analysis of factors which might affect predictions of future traffic trends and procedures to be used in applying such factors.
8. An analysis of existing pedestrian movements, including summaries of available volume data, qualitative analysis of pedestrian activities and recommendations regarding ways and means of producing a useful base for pedestrian data.
9. An evaluation of existing air quality conditions, including summaries of existing data and a qualitative analysis of the current status of air quality considerations.



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10. A 1985 inventory of other transportation modes available in this area and an analysis of their impact on the vehicle and pedestrian traffic.
11. An analysis of the 1985 status of movement and delivery of goods in the Back Bay area.
12. Definition of specific and general problem areas and general analysis of mitigating measures which might be applied, and the consequences thereof; particular emphasis shall be given to the Berkeley Street Corridor and to improve access to the Expressway System.
13. Recommendations of remedial actions which might be implemented within a period of one year or less.
14. Recommendations of remedial actions which might reasonably be implemented within a time period of three years or less.
15. Recommendations of remedial actions which might be characterized as long-range for implementation but which require the early initiation of planning and design work.
16. Recommendations relating to transportation strategies to be adopted by the City in implementing future development proposals.

C. Study Products

The major product desired is a document which includes maps, charts, tables, and descriptive procedures which form a 1985 base of data which can be regularly updated and maintained for continuous future use by the City of Boston. This document will become a reference for future developers, analysts, planners, and others interested in the transportation impacts of future proposals on the Back Bay. This document should be sensitive to current ongoing development, and should include a 1987 - 1988 status evaluation.

A secondary product desired is a series of recommendations for short range, intermediate and long range actions and strategies which can be undertaken by the Boston Traffic & Parking Department and/or other public and private agencies, to implement improvements to traffic operations in the Back Bay.

An initial report of the findings and preliminary recommendations shall be submitted 30 days from authorization to proceed. A final report shall be submitted no later than 90 days after the authorization date. This initial report is not expected to be a final document, but should be sufficiently complete to support policy level deliberations on preliminary recommendations. In particular, the initial report shall include findings and recommendations which address the three issues stated in the vote of the Boston Redevelopment Authority, quoted above in Section I.

IV. Duration of Study

The study shall begin immediately upon authorization to proceed. The consultant will submit a time schedule for the several tasks, as part of his proposal.

V. Materials Furnished by the City

The City of Boston shall furnish to the Consultant available base maps, existing data and any other available information.

VI. Funding

The primary funding of this project is an amount not to exceed \$20,000. The Consultant is requested to prepare a complete proposal based in this maximum amount. The possibility exists of additional funding which may become available after the study actually begins. The Consultant is requested to include in his proposal a discussion of what additional work might be pertinent and an estimate of the time frame and cost of such additional work.

VII. Working Committee and Public Meetings

A Committee will be established to assist in interaction with community representatives, to be known as the Working Committee. This group will consist of approximately 5 representatives of the Back Bay Community, a representative of the Traffic & Parking Department and a representative of the Boston Redevelopment Authority. The Consultant will meet with the Working Committee as follows:

1. Within 1-2 days of authorization to proceed
2. Once or twice before June 13, 1985
3. Once or twice in the week or two following submission of the initial report.
4. A maximum of 6 additional times prior to the submission of the final report, on a schedule to be determined at one of the meetings in # 3 above.

It is anticipated that the Consultant shall be required to attend one public meeting in connection with the initial report; and one additional public meeting in connection with the final report.

VIII. Selection Criteria

The Commissioner of Traffic & Parking will evaluate proposals and designate one firm to perform the services outlined herein. The selections shall be based on the following criteria:

1. An understanding of the scope of services and approach to the project.
2. Experience and qualifications of Principal Investigator and support staff.
3. Prior experience and performance of Transportation and Traffic Engineering Projects of similar scope.
4. Ability to perform the required work in the extremely tight time frame.
5. Sensitivity to the important issues in this geographic area.
6. The Commissioner may request an oral presentation prior to final selection.



